

By Rail or Road - Rio Grande Is On The Move



Green Light

September, 1972
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D. J. Davidson, Editor

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On the Cover

One of Rio Grande Motor Way's new double bottom rigs is shown in the lower photo on the cover in front of their Denver terminal. A westbound freight has TOFC trailers in its consist. Working together, the rail/road operation gives the shipper the best of a two transportation system.

Fellow Employees:

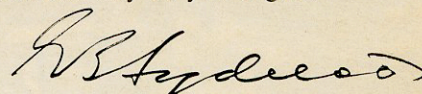
The theme of this year's United Way campaigns on the Rio Grande Railroad System is one of accomplishment and hope. "Thanks to you — It's working — the United Way."

The dollars you have given the United Way in the past have helped many thousands of local families and individuals of all ages. Your contribution has been quietly working all year round to make your community a better place to live.

Your company endorses the United Way because it is the most economical way of helping. It is the easiest way for all of us to help our communities and people. United Way is the best non-governmental hope we have in solving current problems and preventing others.

When contacted, please complete your pledge card promptly. Remember, the gift you make, preferably through payroll deduction where authorized, is not only the easiest way, but the most effective way for you to give.

It's working — the United Way.

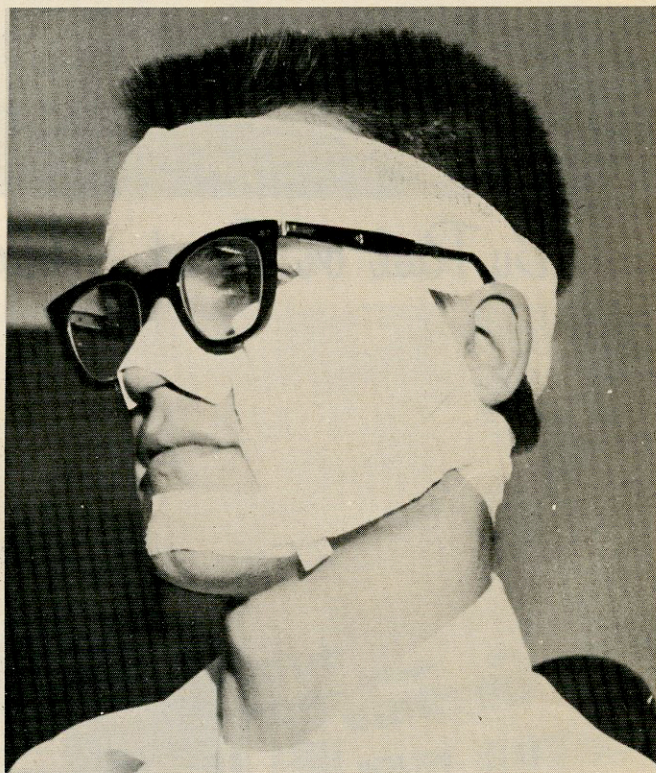


G. B. Aydelott
President

Definition of a virgin

*forest—one that's
never been axed.*

Beware of that Battery



Stand Back!

Beware of the Battery!

One minute he was a helpful neighbor, using jumper cables to start a car. In an instant he was drenched in acid! The dead battery had exploded in his face.

Safety glasses saved his eyes. He wiped away the acid running down his forehead and ran into the house to rinse his face with cold water.

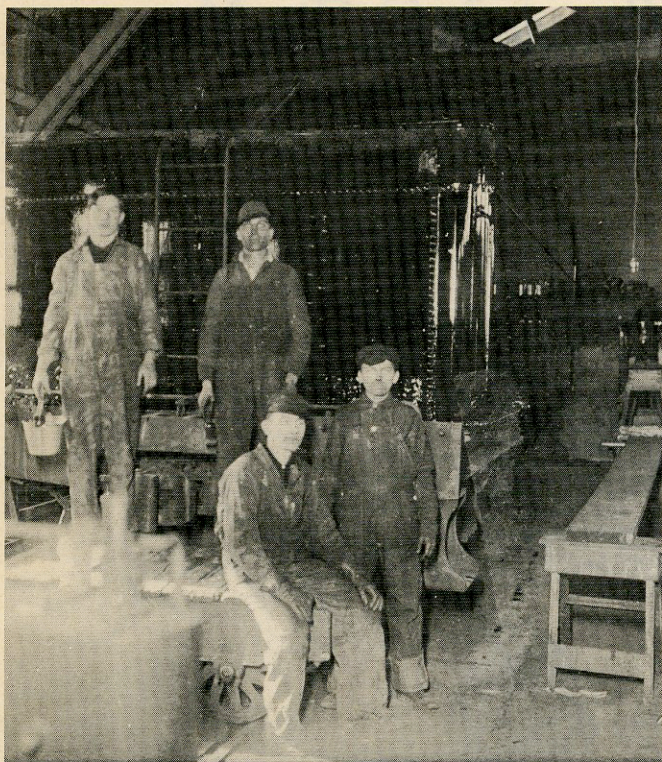
The bandages are off now, and only a few scars remain.

This could happen to anyone. An internal fracture in a battery casing—impossible to detect—can allow a spark to ignite gas inside the battery.

Whenever you work with a battery, turn your head away and stand back.

(Courtesy of McCoy High Country Hi Lites)

Memory Album



MANY CHANGES HAVE TAKEN PLACE at Burnham since the above was taken in 1908 or 1910 in the paint shop. Posing are George Tillman with paint bucket and brush; Charles Frank, right, both painters; George Baker, pipeshop foreman, seated; and an unidentified worker. Behind the men is a freshly painted locomotive tender in gleaming black. Note the wooden plank used as a scaffold and the electric cord on the right hand side in the photo. A far cry from today's modern method of painting with air brushes, fluorescent lamps, air operated hoist and a traveling booth with suction fans that forces the paint particles into a water bath.

Manager of Insurance Alex Rose Retires

Alex Rose, manager of insurance, retired on August 31 with 50 years of uninterrupted service on the Rio Grande.

Rose joined the Grande at the age of 15 as a messenger in the Telegraph Office on Sept. 1, 1922. At that time there were four messengers in the department. Among his duties were filling ink wells and dusting desks. The only way he could progress through the ranks as a messenger was to "whip" the chief messenger. Rose didn't have to fill ink wells very long.



For the next five years, he was messenger in the Chief Engineer's Office, where copies of letters were duplicated on the letter press; in the Traffic Dept. and in the President's Office when T. A. Thompson was chief clerk. He was a pass clerk for Miss Emerson, and a file clerk in the General Manager's Office.

One of the experiences he remembers (when filing conditions weren't as well kept as today) was when one of the "chiefs" kept stacks of files on his desk. When the buildup became too great, the oldest stack was discarded in the "round file" and the next oldest took its place. This, too, had many side effects, such as the large wastebasket being desecrated with mass concentrations of Beechnut, a well-known chewing tobacco, to discourage snooping.

During this period of his career, he attended night classes at Barnes School of Business and also took accounting courses to complete his education.

In March, 1927, he filled in as a stenographer in the Transportation Dept., which became a permanent position, and successively held positions of secretary to superintendent of transportation (R. K. Bradford), secretary to assistant general manager (L. F. Wilson), and night chief clerk in that department until July, 1937, when he transferred to the Trustee's Office as assistant chief clerk to Judge McCarthy and Henry Swan.

The Secretary-Treasurer's records were moved to the Trustee's Office in 1941, at which time an Insurance Dept. was established. Rose was appointed supervisor of insurance and was instrumental in establishing and pioneering the program on the Rio Grande. In addition, he was assistant secretary of Rio Grande's subsidiary companies at the time.

In 1954, following John Hadden's resignation and that of A. E. Perlman, the offices of Executive Vice President

and President were combined, and Rose was named secretary of the subsidiary companies as well as manager of insurance. As time went on, he was able to concentrate more on the insurance benefits, and many of his original programs were adopted by others. He was active in transportation insurance matters on a national level and served as the first chairman of the Railroad Insurance Management Association, which he helped form. Under the guidance of President G. B. Aydelott, he assisted in the development and administration of the Company Pension Plan.

In addition to positions held by Rose as assistant secretary, and later as secretary for the Rio Grande Land Co., Rio Grande Motor Way, Larson Transportation Co., Carbon Investment Co., and the Pension Board, he served as a director for Rio Grande Motor Way and Larson Transportation Co. from 1954 until his retirement and as a director for Carbon Investment Co. until April, 1972.

Rose stated that the most gratifying event of his long career was the fact that his duties involved close contact with many of the Rio Grande family, and that during the past 35 years he had only two secretaries, Helen Waters and Irene Stevenson, and two bosses, Judge McCarthy and Gus Aydelott, and "you just can't get any luckier than that."

Future plans are indefinite, but with such a busy career in the past, it is certain that he will continue to be active in one way or another.

He and his wife, Anne, will continue to make their home in Denver.

Motor Way Elects Directors

Albert D. Latham, senior vice president and senior officer of the First National Bank of Denver, was elected in August to the boards of directors of Rio Grande Motor Way, Inc., and its wholly-owned subsidiary, Larson Transportation Company.

D. L. Clavel, general auditor and assistant corporate secretary of the Denver and Rio Grande Western Railroad, was elected a director of Larson Transportation Company. He is also a member of the Rio Grande Motor Way board.

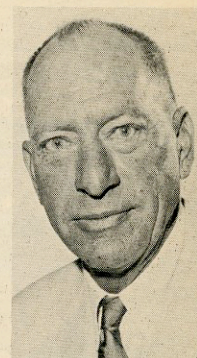
Rio Grande Motor Way is a subsidiary of the Rio Grande Railroad. Its fleet of transport trucks serves an area extending from Denver throughout Colorado, Utah and parts of New Mexico. Larson operates between Denver, Steamboat Springs and Craig, Colo.

Be content with what you have, not what you are.

Phipps and Shilling Elected to RGI Bofd



Shilling



Phipps

Gerald H. Phipps and Mayfield R. Shilling, Denver industrial executives, were elected in August to the board of directors of Rio Grande Industries, Inc.

Phipps is president of Gerald H. Phipps, Inc., general contractors, and a leader in civic sports activities.

Shilling is president and chief executive officer of Ideal Basic Industries, Inc., and chairman of the board of the Portland Cement Association which represents more than 80 per cent of United States and Canadian cement manufacturers.

Both are directors of the Denver and Rio Grande Western Railroad, principal subsidiary of Denver-based Rio Grande Industries, and will continue on the railroad board.

RG Loses Two Key Personnel

The Rio Grande Railroad has lost two of its key personnel during September.

Kenneth D. Barrows, 45, general solicitor in the Law Dept., passed away on Friday, Sept. 8, as a result of a heart attack at his home.

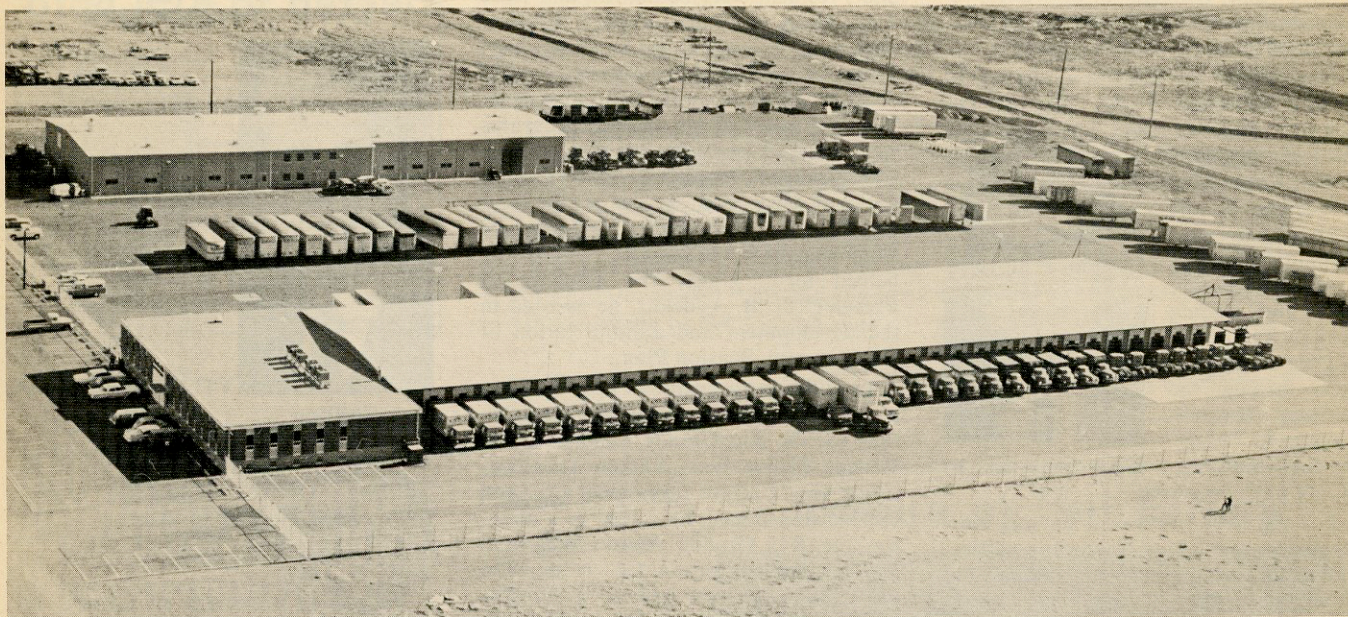
Barrows joined the Rio Grande as an attorney in March, 1957, and was appointed general solicitor in June 1969. He is survived by his widow, Phyllis, two sons, Russell and Robert, and one daughter, Ann.

Raymond M. Wendelin, 62, district representative at Louisville, Ky., passed away in a Louisville hospital on Friday, Sept. 8th.

Wendelin was employed by the Rio Grande as a steno-clerk at Denver in the Transportation Dept. in October 1937. He held several positions in that department and has been an off-line representative since April, 1958.

He is survived by his widow, Marjorie, and two sons, Stevan and Spencer, both of San Francisco.

Motor Way Gives Complete Shipper Service



AN AERIAL VIEW of Rio Grande Motor Way's Terminal taken in 1965. Terminal is located near Rio Grande Railroad's North Yard.

The Rio Grande Motor Way, a subsidiary of the Rio Grande Railroad, is one of the most up-to-date motor carriers in the west with equipment to handle any size shipment. Complete pick up and delivery service is available throughout Colorado, Utah and northern New Mexico.

The home terminal, located at 1400 W. 52nd Ave. in Denver, covers 12 acres which includes their general offices, modern facilities for servicing their equipment and a covered loading dock with 64 truck bays with a continuous 700-foot conveyor for handling the large number of loading carts that are constantly in motion. A monorail system is used for heavier bulk items. This facility was opened in 1965.

There are 23 terminals in the three-state area with service to cities and towns in between (see map). In addition, Motor Way has reliable connections with fully insured carriers for through trailer service from coast to coast. Being closely related with the Rio Grande Railroad, the use of piggyback service makes it a full road/rail operation to accommodate those who ship by trailer on flat cars.

From a small beginning in 1926 when a few predecessor companies were organized into the Motor Way, a small portion of the present routes were operated, which now comprises a route mileage in excess of 2,400 miles in the tri-state area.

They are members of the Colorado Motor Carriers Assn., The American Trucking Assn., and the New Mexico Motor Carriers Assn.

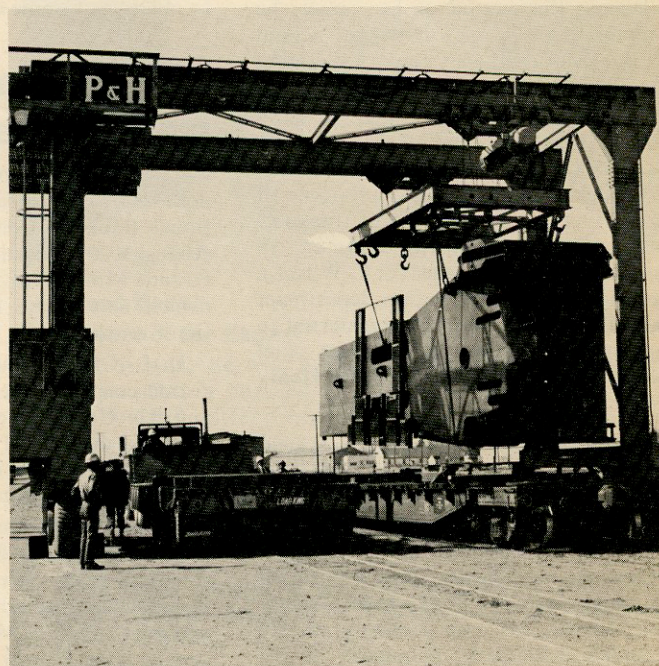
Over 600 employees help to keep the trucks rolling. Radio dispatchers keep the 287 pickup and short line drivers on the move constantly. It takes 83 dockmen to transfer shipments at local delivery points to load or unload the long haul trailers for the 75 over-the-road drivers. Behind the scenes are the officials and clerical help, and to complete the operation there are the unsung heroes, the shopmen, who keep the equipment in top shape.

Motor Way service in the Denver area began with the acquisition of Coleman Freight Service and the J. B. Moore Truck Line in 1938, which served Denver, Colo-

rado Springs, Pueblo and some Western Slope points. Later Carbon Motor Way and Larson Transportation Co. were consolidated into the Motor Way system giving them parallel lines with the Rio Grande Railroad.

The history of Motor Way is closely related to the Rio Grande Railroad. Its growth reflects the rapid development along the right-of-way of the railroad. Many railroaders were the first supervisors of the company when it was organized.

The motor carrier business is highly competitive and by working closely with the Rio Grande Railroad the Motor Way gives the shipper complete customer service.



ALL TYPES OF SHIPMENTS are handled by the Motor Way. In the view a dragline is being transferred from rail car at Alamosa to a low-boy trailer for delivery.

Rail CHATTER on the Grande

Alamosa

By Lee Jordan

An enjoyable evening of eating, visiting and playing games was spent at the Cox home on Sunday, August 13, by Vet's Club No. 7. The absence of George Behler, retired carman, and wife, India, was sadly noted by all. George and India were instantly killed in an automobile accident near Alamosa, the second accident they were in within a period of a few weeks.

Vacations enjoyed by men from the shops included Roy Wood and Louie Madril. Relieving Wood, we had Joe Lucero, machinist, who observed his birthday on Aug. 22. Joe served his apprenticeship at Alamosa several years ago and has worked here off and on since, but says that now it is pension time. Ernie Gonzales, engine watchman, relieved Louis Madril.

Some Alamosa residents are moving to Pueblo as a result of closing La Veta as a terminal.

Clarence Smith, retired switchman, and wife plan to move to Nevada in the near future. Clarence has been an Alamosa native since infancy but will enjoy being close to children and a better climate which he will attain by moving.

Fall is coming fast to the valley and early morning feels like "long drawer" time. There was too little moisture this summer and fall, causing wells to fail and rivers to nearly dry up. A couple of Loch Levens caught this summer looked a little sunburned.

Harold Davis and Chester Creery, retired carmen, are stencilling the little old narrow gauge engine and car at the park after former carman, Phelps, painted them a few weeks ago.

Gene Phelps has built up a painting and rejuvenating business which is keeping him on the go.

Helper

By Dom Juliano

Condolences to the Carl Berry family on the loss of husband and father, Carl Berry. Carl was a retired carman. His friendliness will be greatly missed around Helper.

Condolences to the Jane Kirkwood family on the loss of Earl Kirkwood. Earl was a fireman working at Helper.

Back to the regular grind of everyday working was Max Magann, chief clerk. He and his wife, Alice, and son, Tracy, spend their vacation time visiting Yellowstone Park and other parts of Wyoming. Desmond Peckham, section foreman, and wife spent their vacation visiting Alaska. To quote Peck, "A wonderful vacation."

This reporter also returned from vacation. A reunion was held at Raton, New Mexico, on July 29-30 which was quite unique. All former residents of Van Houten, N. M., a mining camp and now a ghost town, were

traced down and invited to attend the reunion. The mining camp was shut down in 1945. This reporter left the camp in 1937. The reunion was fantastic in that 600 people, former residents and children, attended from all parts of the country.

So much happy laughter, tears, hugs and kisses were never seen. It was amazing how many people remembered each other by sight and others by small recollection of events that happened at the camp. All the out-of-town visitors were taken on a tour of the ghost town. Breakfast, dinner and a light supper were served. A social hour was held on Saturday for registration of guests and a good old-fashioned get-together. This experience will always be remembered.

Elmer Hamilton, fireman, participated in a drag race. No, he didn't win. In fact, he didn't even get started. Elmer had a little bad luck from the beginning when his gas tank started to leak and the car caught fire. Better luck next year, Elmer.

Salida Comments

By Maribee*

August could be called "History Month" in Salida.

Leonard Perschbacher brought out his priceless collection for some of the folks to see. He has a May 19, 1912, time table that is a classic. It must have taken crew members longer to get the 12 in. by 17 in. time table spread out to read than it took to read it. As Leonard said, "Can't you just picture some brakeman trying to read that in a snow storm or a wind storm?" Leonard also has a book of Union Pacific train orders for 1884.

Harold Ong fell heir to a scenic book of colored pictures which must have been printed before the turn of the century. They are hand-colored. One of the scenes shows Salida before there were trees in Riverdale Park, which fact alone attests to the age of the picture.

Howard Price has a reprint in tabloid size of the first issue of the *Rocky Mountain News* of April 23, 1859. This was the year the mining fever was bringing to Colorado wagon train loads of people seeking gold. Flour sold at \$15 a hundred in case you think prices are out of control now.

One of the unusual items to come to light is a discovery alleged by Alan A. Taber of Batavia, New York, a railroad buff. Taber writes that by some freak of fate he was urged to examine a few strange characteristics of a beautiful railroad scene. The scene was taken of David Moffat's business car halted on the narrow precipice north of Durango some time after 1882. In the picture are a man supposedly named Barney McMahon, Baby Doe Tabor, Augusta Tabor, Horace Tabor and David Moffat standing at the rear of the business car.

William Henry Jackson, the West's noted photographer in those early days, supposedly superimposed over and above one another a complete story upon the background of the original photograph to describe the events that

led up to the travesty of justice at Durango in which Augusta was made the scapegoat of a political conspiracy.

Alan Taber says that Jackson's idea for his two hundred thousand word story started when he noticed there were no records being taken at the Durango trial. A compulsive journalist, Jackson scribbled notes of everything that was said and done. Afterwards he was hired by Augusta Tabor to secure photographic evidence of adultery against Baby Doe and Horace at Denver's Windsor Hotel where they continued to live after their secret wedding in St. Louis. (H. A. W. Tabor was married in a grandiose ceremony, according to all history books.)

According to Alan Taber, Augusta was astute enough to realize that Horace and Baby Doe had no right to be married on the strength of the Durango divorce. Jackson's convincing evidence at the Denver divorce served to end the case in Augusta's favor.

With so much material at his disposal and afraid to publish it in conventional form, Jackson decided to improvise. He devised the novel plan to combine everything upon the background of the original photograph that he had taken just outside of Durango.

He predicted that it would be an act of providence if the true significance of the photograph was ever discovered because very few of his trusted friends and associates had been able to decipher very much of the story which is so cleverly blended into the scenery that it requires very close attention to detect its presence.

For over 20 years while Jackson had custody of the picture he added supplementary information until the photo was so completely covered that it became difficult for him to make distinction between the passages which were supposed to appear in slightly contrasting tones which were controlled by the use of precise time exposures.

Finally he practically blackmailed Henry Moore Teller into purchasing the picture because he realized that Teller would go to any length to conceal his despicable role in the Durango trial. The sale is described on another Animas River scene which survived with the picture of the divorce party.

Alan A. Taber does not reveal how the two photographs came into his possession. His main concern is to learn something about the Barney McMahon who is in the photograph.

To this writer's knowledge, this is the first inkling of a Rio Grande photograph playing a part in Tabor's divorce.

*Mary B. Cassidy

Colorado Springs

By Jim Kennedy

T. W. Gallo, clerk, and wife enjoyed a month touring the mountains and fishing. R. R. Evans, working foreman, and wife toured Colorado and went camping and fishing while on a month's vacation.

Cecil Spaur, brakeman, is back to work after spending a week in the hospital.

Grand Junction

By Almeda Flint

Murl C. Francis applied for his annuity on July 31 with 49 years' service with the Rio Grande.



Murl joined the Rio Grande as a car laborer in September 1923 and successively held positions as carman helper and carman. The past few years he was a write up man on the repair track. (Cheedle photo)

Murl was on the safety committee for many years and was also well known as a morale booster when out with the derrick.

Many years of retirement happiness are the wish from his co-workers.

Section Foreman Al Cesario, Delta, has good reason to be proud of his son, Ron, who pitched a "perfect game" in the recent Old Timers Assn. Baseball Tournament at Montrose. No opposing player reached first base, no hits, no walks and his team backed him up with no errors. Ron was credited with three wins during the tournament. This team won the 13-14 age bracket of the tournament and represented its district in the Colorado State Tournament at Aspen. They were in competition with 12 other teams.

W. J. "Hutch" Hutchings, retired clerk, gained publicity in the Colorado West section of the *Grand Junction Daily Sentinel*. He sends newly engaged girls a six pence with the quotation of an old English poem which reads:

The bride wore
Something old,
Something new,
Something borrowed,
Something blue,
And for luck a
Six pence in her shoe.

About one out of 15 girls who receive the six pence send Hutch a thank-you note and some even invite him to the wedding. Hutch retired in 1965 as a clerk at Denver and moved back to his home here. He had 47 years' service on the Grande and began his railroad career on the Colorado Midland. He is a

member of the American Numismatic Association and has many interesting coins in his collection.

Bill, Robinson, retired office engineer, and wife, Frances, are proud to be the grandparents of Leslie Robinson whose picture appeared in the August issue of the *Green Light*.

Even though Roger Mead looks so well, he wasn't recognized, and it was good to know he is doing so well for Texas Gulf Sulphur at Raleigh, N. C. He will be remembered as a secretary in the Traffic Dept.

Best wishes to E. E. Stephens on his promotion and transfer to Denver. Welcome to Earl Curtis who has come to Grand Junction as asst. signal supervisor.

Congratulations to Golden Wedding Anniversary celebrants, retired Conductor and Mrs. P. F. "Pete" Bennett and retired Engineer and Mrs. Archie Robbins.

So glad Bob Dillon just happened to have pictures of his brand-new twin granddaughters who have been named Gina Nicole and Christine Danielle. The father is Tom Dillon, former trainman at Grand Junction and now an employee of Mountain Bell.

Sorry about the misspelling of Gus Alex's name in the August *Green Light* where it was shown as Allen. W. B. "Bill" Yant was a welcome visitor. He says he doesn't get out very often as Mrs. Yant needs constant care after having a stroke. "Mac" McEnany feels better after a recent setback. They have taken some short trips in southwestern Colorado, and later, when the yard doesn't require so much attention, they will take a longer trip.

The Jim McGinnis' took their daughter and granddaughter with them on a trip to Reno to see their twin grandchildren—a boy and a girl not quite two, but, of course, very special. The family went on to San Francisco where they enjoyed the quaint beauty of that lovely city. They hope to go there again.

The Jim Brocketts vacationed in Rapid City with her brother and also toured the Black Hills. The Bob Stebbins made a quick trip on weekend to Pratt, Kansas, where they attended his niece's wedding with Bob giving the bride away.

Floyd Crider and family spent their vacation in the beautiful mountain setting of Clear Creek Canyon near Buena Vista where they are restoring a cabin which has been in Mrs. Crider's family for many years. It was built by her grandfather. If the desired Forest Service permit is issued, the cabin will be included as a monument of the Clear Creek Canyon Historical Society, which is also restoring other buildings in the area.

The Bill Wooters joined her sister and husband in California for a Hawaiian tour in a 747 jet. While on Maui, they rode the Sugar Cane Railroad, their Rio Grande Annual Pass being honored for the trip.

William Bakker, retired carman and one of the last local Justices of the Peace, passed away July 31 at the age of 82 at Medcenter where he had been a patient for several months.

A man shopping for slacks for his wife didn't know her size. So when the saleslady asked how large his wife was in the hips, he said, "I don't know, but we've got a 21-inch TV, and when she walks in front of it she blots it out completely."

Provo

By R. R. Rackele

R. E. Gardner, conductor, applied for his annuity on July 31 after more than 48 years of service with the Rio Grande. He began his railroad career as a supplyman at Soldier Summit and held positions as machinist helper, engine watchman, boilermaker helper, machinist and entered train service as a brakeman in 1937. He transferred to conductor in 1943 with runs out of Salt Lake City. He moved to Provo in 1969. Best wishes follow him and his wife, Edna, in making their retirement home at Provo.

Bud Jackman, his wife, mother, daughter and two grandchildren motored to California. While there, they joined their daughter and son-in-law who have been in Manila for the past three years.

The Fred Hoffmans visited their daughter and family in Montana. The Vic Griffiths spent a few days at Las Vegas with their daughter and later visited another daughter in Colorado.

Conductors Means, Watson and Bringham spent separate vacations with their families.

The Halladays, while losing a son, gained a daughter-in-law when their son, Allan Jay, was married to Patsy Ann Larsen on August 11. Best wishes and congratulations to the happy couple.

Shirl Jackman and Douglas Miller entered their horses in the 100 mile Pony Express contest at Auburn, Calif. Shirl and his horse completed the 100 miles, but Douglas had to carry his horse the last 20 miles.

The R. C. Lewis' had a family reunion at Tucker Canyon and reports are that a great time was had by all. Frank Mikesell did some fishing and traveling in parts of Colorado while on vacation.

The Monte Yates are pleased that another daughter-in-law was added to the family when their third son was married.

Oscar Vogel, retired section foreman, received an award for being a 50-year member of Maintenance of Way Local 1463. Oscar is a charter member. A son, Arv, is a professor and head of the Dept. of Graphic Arts, Technology and Printing at Georgia Southern College in Statesboro, Ga. Arv at one time worked for the Rio Grande on the section and in engine service before joining the air force. He is a graduate of Colorado State College with a master's degree.

Franklin Peterson and wife visited their daughter and son-in-law in Germany. They also toured England, France and Italy which culminated five weeks of exciting travel.

R. C. Lewis and family vacationed in the Yellowstone area. Grover Martin is vacationing in Colorado. A. S. Reid and family went to Las Vegas and California.

Orval Swanson's wife is recuperating at home after spending several days in the hospital.

Rudene and Donna Rackele flew to Las Vegas for a relaxing few days.

Wedding bells were heard at the Franklin Shepherd home. A daughter, Lois, and Kim Tangren of Provo were married on September 5th.

If a man thinks for one minute he can understand his wife, he has it timed just about right.

From the White House

Revenue Accounting

By Dick Eggleston

Ralph Fowler returned from a two-week sojourn at Chicago. Ralph is very ecstatic over Amtrak service which is quite natural, he being a railroad buff. He attended Toastmasters International Convention and visited son, Chester, and family in the windy city. Ralph is past district governor for Colorado Toastmasters.

"Scuff" Shefflin and wife, Nada, spent three weeks pursuing the pictorial arts (that's fishing) on the Western Slope and Saratoga, Wyo. While at Saratoga it was suggested he look up Bob Toski for assistance with his golf game.

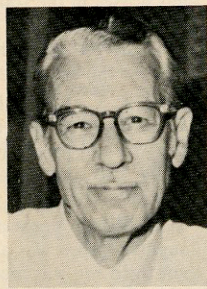
Jim Pitney spent three weeks around Denver and tried to "Match the Hatch" on occasions.

Bob Lovett transferred from this department to Freight Claims as an investigator. He will be missed in more ways than one.

Pleased to welcome Chad Spinner who bid in from Freight Claim Dept.

Everett W. Wilimek, clerk, applied for his annuity on August 31 with over 29 years' service with the Rio Grande.

Ev, as he was known by fellow employees, joined the Rio Grande as prior record clerk in September, 1941. Various positions he has held were Clerk in Freight Traffic; stenoclerk, Prior Records; steno-comp operator in the Chief Mechanical Office; secretary to engineer of standards and research; chief clerk in the Mail, Baggage and Express Dept.; transportation clerk, Passenger Traffic; ticket clerk; head division clerk, Freight Traffic; Investigator, Freight Claims; and clerk in the Revenue Accounting Dept.



Ev and his wife, Irene, plan to spend the summers at Bemidji, Minn., and when the cold weather sets in return to their home in the Denver area.

Many of his friends and co-workers attended a retirement party in the Revenue Accounting Dept. in his honor. Ted Urban, an accomplished master of ceremonies and long-time friend of the family, gave an account of Ev's history. He was presented with an envelope containing cash to ease the pain of departure from the Rio Grande. Best wishes to Ev and Irene for a most enjoyable retirement.

Management Information

By Ben Goldstein

Dale Gipe, production supervisor, wife, Pat, and their daughter had a very enjoyable vacation when they flew to Baltimore and visited New York, Washington, D.C., and Annapolis by car. Among the many historical sites they visited was Fort McHenry, birthplace of the Star Spangled Banner. They also visited Dale's brother who lives in Baltimore.

Jim Blouch and family toured Colorado and New Mexico where they fished and enjoyed the scenery. Jim is a clerk in MIS.

Car Service

By Manfred Bauer

Left unreported last month due to its unavailability was the name, Brian Scott, of Ruth Theis' new grandson. Ruth expects to get in considerable babysitting this fall with the Bronco games coming up and eight grandchildren to oversee.

Many friends and out-of-town relatives were here to attend the Irene Munson-Edsel Walitolo wedding at Riverside Baptist Church. After a brief trip to the mountains, the newlyweds are at home in Lakewood.

Currently on leave of absence are Lu Turney and Ray Lapsley. A welcome back to Jim Bradbury.

Lloyd Selby and wife, Rosemary, had one final look at the Rockies before the turning of the aspens with their Labor Day trip to Steamboat Springs and Grand Junction.

Communications

By Jim Chavies

Bob Grawey vacationed in Kansas and Illinois. While in Kansas, he painted his mother-in-law's house. Nice going, Bob.

Jim Bradbury transferred to Car Accounting. Bob Silverman bid in on the 5 a.m. shift.

P. D. Lewis stopped by the office and looks great. Axel Stor was also a visitor and said he was going to take a trip to Sweden.

Les Brownell vacationed in the Grand Junction and Fruita area. John Jackson stayed at home during his vacation, as his wife was in the hospital. Pleased to report she is now home and doing fine.

Ron Jones spent a few days in Durango and rode the Silverton Train. He also showed his brother the sights in the Blue Mesa and Black Canyon regions.

Harold "Peanuts" Phillips and Jim Mattingly have been working very hard getting the new communication racks ready to move into the new building. Witt Brown has been in the office doing some work.

Pat Sullivan and family motored to Montrose and Olathe while on vacation.

Harold Phillips would like to thank all for the flowers that were sent when his mother passed away.

Personnel

Ann Eckberg visited her old stomping grounds when she and her daughter and family went camping at Red Cliff and Gilman, also visiting Leadville and Vail. Ann grew up at Red Cliff.

John Lovett visited his mother in Vermont. His daughter, Mary, accompanied him.

Ed Clark had a surprise visit from his sister from Arizona over the Labor Day weekend.

System Freight Agency

By Charles Cutforth

Charles Cutforth, cashier, and family toured Illinois, Iowa, Minnesota and Kansas where they gave some 12 gospel music concerts. Crowds were good; sale of their records was brisk. It was a highly enjoyable, though busy, two weeks.

Stu Stevens enjoyed a few fishing trips as well as building some custom furniture while on vacation.

Visitors included M. G. "Gully" Gulmyer

and Bernie Dee. Both are enjoying their retirement and it shows.

Thought: Nowadays a lot of fellows with BS's, BA's, MD's, and PhD's don't have JOBS.

Engineering Dept.

By Jeanne Gustafson

Many friends, retired and employed, trooped into the Land and Contract Dept. on Aug. 25 to give their good wishes to Kenny Norquist, who observed his last working day at the Rio Grande with coffee and cake, hugs and kisses and handshakes.

Kenny began his railroad career 46 years ago when he started with the Colorado and Southern Railroad in Denver in February, 1926. He joined the Rio Grande in February, 1937 as secretary to the freight agent at Denver. He transferred to secretary to assistant freight traffic manager in June, 1937. In February, 1946 he went to Chicago as traveling freight and passenger agent, returning to Denver in August of that year to take on the duties as secretary to the director of industrial development.

Kenny was promoted to industrial agent on August 1, 1950 and retained that position until his retirement.

Future plans call for just taking it easy for awhile and getting used to the idea he doesn't have to report five days a week.

Kenny will be missed by friends and fellow employees, but he is wished a very happy retirement by all.

Our able and energetic Clarence Froid labored over a new patio and then enjoyed the fruits of his labor entertaining a succession of out of town relatives. Idleness did not stay, however, as he is now busy remodeling and paneling a room in which to "work, study and relax."

Sincere condolences are extended to Karl Rathgeber on the loss of his mother in Winnipeg, Canada.

Astrologers tell us the stars smile on those fortunate enough to have vacations in August. Our August vacationers certainly reported a variety of joyous and interesting times.

Art Morrell and family crowded a lot of fun into a short time while they stayed with relatives on a cattle and a dude ranch on the Dolores River, visited Silverton, Telluride, Rico and the Four Corners area.

Don Maris and family visited friends and relatives in South Indiana, returning through Kentucky, Arkansas and Tennessee. Don said it was hot in Dodge City but they cooled off in the 54 degree temperature of Mammoth Caves in Kentucky. They also visited the Eisenhower Memorial and other spots of interest.

Roy Combs saw a different type of scenery when he took his family in car and trailer on a 4600 mile jaunt through western Canada, visiting Yellowstone, Glacier and Banff national parks and Victoria Island. He was very impressed with the Canadian parks and scenery and enjoyed returning through Washington, Oregon, Idaho and Montana.



Leo Phelan spent his vacation entertaining family when 50 of the Phelan clan gathered in Denver to celebrate the golden wedding of his aunt and uncle, Mr. and Mrs. Grattan W. Phelan. Two weddings were also celebrated by the clan when Leo's cousin and a niece became brides in the same week. Even with all these activities, Leo managed to get in some tennis and golf.

Bill Wotipka and family had a different type of reunion when they met friends of long standing, whom he hadn't seen for 20 years, for a relaxing and fun-filled vacation at Ontario, Canada.

Ed Waring and wife, Sue, enjoyed vacationing in the Phoenix area where they enrolled son, Tom, in Arizona State University at Tempe. Daughter Sandy recently returned from a tour of Europe sponsored by Voyagers, International and chaperoned by teachers from various schools. Understand the Jackson Thode's son was on the same tour composed of high school students from the metropolitan area. The young people were privileged to see almost all of Europe and enjoyed the trip tremendously.

How About This?

The Engineering Dept. has come up with a novel idea to obtain an 84-cup coffee pot. They are saving lids from MJB coffee cans and when they have 1,000, the coffee pot is theirs. Green Light readers who would like to "donate" to this "worthy cause" may do so by saving the metal lids bearing the initials "MJB" and give to any of the engineering personnel. Any size will be accepted gratefully. Keep those lids coming!

Burnham Notes

Diesel Shop

By Elmer Schaefer

Frank Claudus, former machinist helper, has a rating of chief machinist on the *USS Fairweather*. He is seeing the world while working.

The Bill Hicks recently returned from a 5,000-mile trip to the Pacific Northwest, Calgary and Victoria. The John Bockelmanns vacationed in California and saw the sights in Los Angeles, Disneyland, Knotts Berry Farm, San Francisco's Chinatown, Fisherman's Wharf and a ride on the cable car.

A welcome is extended to Tom Donohue, machinist apprentice; R. J. Gaidies, electrician helper; L. D. Vigil, carman; Manual Aragon, Jr., laborer; M. O. Rico, laborer; M. E. Nuce, laborer; and R. N. Gutierrez, laborer. All are new employees.

Get well wishes are extended to Gerhard Zchoche, Harry Owen, Ted Martinez and Harold Mazzula.

The Jay Chapmans took a camper vacation through northern Nevada, Oregon, Washington, Idaho, Montana and Wyoming. One item of special interest was seeing and taking a picture of an old shay steam locomotive near Lewiston, Idaho. They also had a garage sale of antique items taken from their cabin near Alma, Colorado.

The Dale Truckenmillers are the proud parents of a baby girl, Laura, born Aug. 25 at Swedish Hospital. Her future includes test riding one of her Dad's bicycles.

Green Light

Adolph Greenmeyer climbed down from his overhead crane in the Burnham Shops for the last time on July 27 when he applied for his annuity.

Greenmeyer joined the Moffat Road as a fireman in July 1945. He continued in that capacity when the Moffat and Rio Grande were consolidated except for a few months as a store laborer. He transferred to crane operator at Burnham in March 1955, a position he held until his retirement.



Greenmeyer, left, was presented with a model of a Rio Grande GP-9 locomotive and some "folding green" to use as he wishes. On the right is G. H. "Red" MacDonald, shop superintendent.

The Al Brozovichs enjoyed the games inside while the weather was 114° in the shade on a recent trip to Las Vegas, only to return home and make good use of a paint brush around the house.

Tony Munns is the new owner of a 12½-foot Sea King boat with tilt trailer to use on the Green River in Wyoming. A few self-trained lawn-fed night crawlers were supplied by Pete Lawrence from his back yard farm.

George Rivera, Jr., and his brothers are working in the contracting business at Glendale, Ariz. They are the sons of George Rivera, our local musician and shop laborer.

Recent visitors were Nick Ruscio, John Weber, Lester Bennett, Louis Mudra, Fred Snyder, Bill Hicks, Clarence Rock, James Moon, Joe Kastner and Ted Karpen.

Joe Kastner reported the fishing good in Oklahoma where he caught three large catfish measuring 24, 27½ and 28 inches.

Store Dept.

By Dolly Fagler

Best wishes for a speedy recovery to Mrs. Lester Dale who was operated on Aug. 22.

The widow of William Petric, former Burnham clerk, is returning to Pueblo to make her home, and our best wishes go with her.

Vacationers in the spotlight are J. R. Cone and wife who plan to visit Steamboat Springs and friends and relatives at Salt Lake. Joe Jamieson spent his vacation working on his recently purchased home at DeBeque. He also managed to get in some fishing.

Cliff Jamieson and wife visited their daughter who is attending classes at a Kansas City hospital. Daughter, Mary Margaret Egan, returned from Pueblo, where she spent the summer, to get ready for fall classes.

Pete Dimitroff spent his vacation visiting his daughter at Evergreen and also managed a few short trips.

Recent visitors were Louis Duran, retired clerk, and I. M. Brink, retired foreman.

Denver Vets and Auxiliary

By Foyle Troxel

A grand time was had by 71 members of the Denver Vets and Auxiliary on August 17 when they traveled by bus to the Flying W Ranch near Colorado Springs for a chuck wagon dinner and western entertainment. Was so glad to see Louise McClurg among the members.

Stanton Pouden and family of Palo Alto, Calif., visited his parents, John and Vera, in August. Vera accompanied them home for a two-week visit in the lower climate. Anna Duckworth accompanied relatives to Las Vegas for a few days.

Iva and Lee Andrews have been on another successful fishing trip in the Steamboat Springs area. Lena and Tom Shinkle are spending two weeks enjoying the Hawaiian Islands.

The Ackermanns spent five delightful days in Frisco. They also helped their daughter, Ann, and husband celebrate their 25th wedding anniversary, July 31.

The Crittendens spent a week at Estes Park. Helen and Syd Pelta drove to Lincoln, Neb., over the Labor Day holiday to visit Helen's sister. The Troxels spent a few days at Grand Junction visiting and a few days seeing some of the mountain country in southern Wyoming.

Katheryn Sealy had the misfortune of falling in their garage and breaking her wrist on August 16. Sorry to report that Tony Loibl is not improving very fast.

Hope everyone has marked their calendar for the meeting on Sept. 21 which is a potluck dinner at 6:30 p.m.

Many members are planning to attend the System Convention at Grand Junction on Sept. 23-24. A good time will be had. If you haven't made plans to attend, better do so at once and get your reservation.

NARBW Begins Fall Season

By Mare Stevens

The Denver chapter of the National Association of Railway Business Women will begin the fall season with a dinner meeting to be held at Windsor Gardens, 9600 E. Alameda, on Wednesday, Sept. 20. A speaker from the League of Women Voters will discuss the Amendments which are to be on the November ballot. Other entertainment is also planned. Anne Eckberg is chairman of this dinner meeting.

Our chapter was saddened this past month by the passing of Laura Bramkamp, one of our past presidents, and a retired Rio Grande employe. It was Laura who streamlined the words "Rio Grande" by designing flags protruding from the letters "R", "G", and "d" in the railroad's corporate name.

Denver chapter is proud of its two national officers, Maizie Hester (UP), the national president, and Rose Solem (secretary to terminal trainmaster, D&RGW), who is national corresponding secretary.

* * *

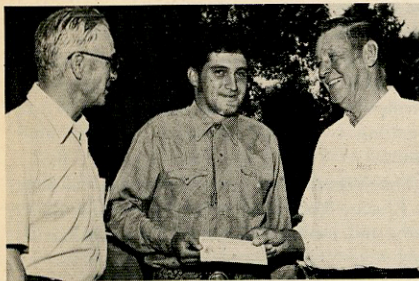
No man can be ignorant of his faults if he is married.



West Slope Vets

Over 400 Rio Granders attended the Grand Junction Vet's Club annual picnic on August 6. There was fun and games for all,

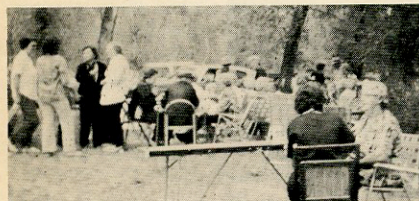
which was topped off by a delicious Kentucky chicken fried dinner. Some of the large crowd may be seen in the accompanying photo.



A. T. DeRose was one of the lucky prize winners who received a U. S. Savings Bond. Shown with DeRose are Bob Rose, left, chairman of the picnic committee, and Francis Cook, club president, making the presentation. (Cheedle photo)

Salida Vets

By Mary B. Cassidy



Picnics represent the best way for retired and present railroaders to get together in Salida. This was proven by the record attendance when more than 200 enjoyed the delicious food, beef, ham, potato salad and refreshments.

W. W. Ronald, retired railroader, was one of the enthusiastic photographers. Leonard Perschbacher acted like a master of ceremonies. Leonard Clark, agent, pitched in as meat and watermelon cutter to help President Lyle Bratton, Ray Lytle, Heb Cole and others.

It didn't rain like Lytle said it does in August. It was a beautiful day.

President Francis Cook and Convention Chairman Walker Johnston extend a hearty welcome from the Grand Junction Club to all Rio Grande veterans to attend the 22nd Annual Convention of Rio Grande Veteran's Club at Grand Junction on September 23-24. Attendance has been increasing steadily each year, attributed to the fine programs and hospitality of previous host clubs.

The Grand Junction Club is determined to make the convention this year one of the biggest and best ever.

Please accept our invitation and see your friends at the convention.

Helper Vets

By Dom Juliano

The annual Vet's picnic was held on Aug. 20 at the Helper City Park. About 140 members and their families attended. The food was delicious, and it was nice to spend the day visiting with old timers and also the new timers.

Thanks to the ladies for their assistance.

All are looking forward to the convention at Grand Junction on September 23-24. If you haven't made your reservation, suggest you do so at once.

Employees with 10 years' or more service with the Rio Grande are cordially invited to join the Vet's Club. Contact Dom Juliano, secretary, for membership.

Suggestions

Suggestions received for review and discussion:

16265	20636	31131
18436	20702	31136
19623	21369	31158
20594	31126	31199

The following suggestions received were for various reasons not adopted:

21431	31210
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Salt Lake Vets

By F. C. Krauth

Members of the Salt Lake Vet's Club are looking forward to meeting all their friends at the convention in Grand Junction on September 23-24. There have been 40 reservations from Salt Lake and six from Provo who will travel by bus. It is expected that some of the members will be driving their cars.

Fred Krauth, system secretary for the past 11 years, has tendered his resignation in order that consideration may be given to electing another for this office.

The next "doings" for the Salt Lake Club will be a potluck dinner on October 13 at the Rail Ops. Bldg. beginning at 6:30 p.m. In addition to bringing a covered dish, each member should bring his own dishes and silverware.

See you in Grand Junction.

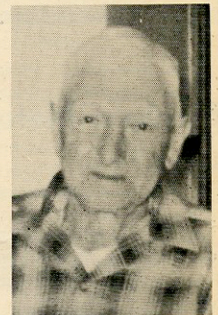
96 Going For 100

By Dom Juliano

(Some time ago a request was received at the Green Light Office posing the question, "Who was the oldest retiree on the Rio Grande?")

It took a little bit of digging, and "one of the oldest" was located at Helper, Utah.)

Joseph Bruno celebrated his 96th birthday on August 7. Born in 1876 in Italy, Joe came to this country and joined the Rio Grande Railroad as a section laborer at Kyune, Utah, in May 1905, transferring to Helper the same year. In addition to his initial position, he was a fire cleaner, section laborer and asst. section foreman at Helper. He retired in October 1941.



To add more enjoyment to his birthday celebration, his son, Guy, and family from New York; a daughter, Lydia, and husband, Gene, from Moab; and his granddaughters and families from Los Angeles made the day complete. Joe lives with his son, John.

Joe says he is going for 100 and, by his appearance and alertness, plans are to submit another write-up at that time.

(Can any retiree top this?—Ed.)

A Thank You Note

To my many friends on the Rio Grande who wished me a happy retirement and contributed to my retirement gift, I would like to say thanks to all of you.

I know you read the *Green Light* and would like to take this means to thank the 135 whose names were on the card, as there are just too many for me to attempt to answer with a personal note to each.

Thanks to all of you for your best wishes on my retirement.

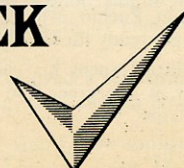
Harold Law
Signal Supervisor

Rio Grande

START THOSE CARDS COMING IN!

UNITED WAY DRIVE
STARTS THIS WEEK

Be a people helper,
check your fair share!



The Grande People

By Ann Eckberg

Retirements

(Years of Service and Date Shown)

Brooks, Walter L., Denver, Clerk, 27, July 1.
Casey, Edward J., Salt Lake City, Machinist, 48, July 1.
Conway, Thomas, Durango, Engine Watchman, 28, July 1.
Cook, Darl, Salt Lake City, B&B Foreman, 45, July 1.
Hollopeter, Wayne, Grand Junction, Switchman, 27, May 16.
Johnson, Leo A., Denver, Coach Porter, 23, March 19.
Long, Frank E., Denver, Passenger Traffic Manager, 50, June 1.
Marshall, Leonard C., Denver, Chef, 33, May 27.
Pasqua, Mike, Alamosa, Section Foreman, 53, July 1.
Phelps, Benjamin F., Denver, Carman, 36, July 1.
Richman, Carlos F., La Veta, Section Foreman, 46, June 1.
Saunders, William E., Denver, Diesel Shop Foreman, 43, July 1.
Snyder, Frederic P., Denver, Machinist Helper, 28, June 1.

Losses

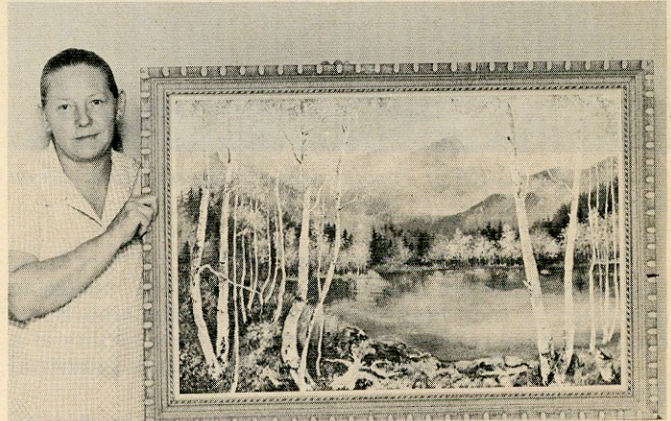
(Age and Date of Death Shown)

Bakker, William, Grand Junction, Carman, 82, July 31.
Brankamp, M. Laura, Denver, Clerk, 81, July 31.
Braswell, Clato L., Delta, Locomotive Engineer, 86, June 26.
Carter, Armond B., Salt Lake City, Brakeman, 35, Aug. 11.
Clement, Fred L., Denver, Dining Car Waiter, 83, Aug. 23.
Diemer, Henry J., Denver, Machinist, 81, June 12.
Henry, Myron R., Durango, Conductor, 76, June 28.
Hunter, John B., Sacramento, General Agent, 77, Aug. 2.
Lopez, Jose C., Alamosa, Crane Operator, 65, Aug. 4.
Moorhead, Joseph M., Pueblo, Machinist Helper, 83, Aug. 14.
Perez, Pedro, Price, Section Foreman, 73, Aug. 23.
Scully, Charles P., Denver, Conductor, 85, Aug. 8.
Spratling, George F., Price, Locomotive Engineer, 81, Aug. 5.
Wiseman, Max L., Salt Lake City, Switchman, 24, July 8.

RECENT APPOINTMENTS

D. F. Atkins, Office Manager. Cincinnati
E. M. Curtis, Asst. Signal Supervisor. Grand Junction
M. G. Stanley, Asst. Signal Supervisor. Denver
E. E. Stephens, Signal Supervisor. Denver
R. F. Stern, District Representative. Ogden

Auxiliary Will Hold Drawing



An original oil painting by Frances West, well known Grand Junction artist and art instructor, will be on display at the Rio Grande Veteran's Convention to be held on September 23 and 24. On Sunday morning the Ladies Auxiliary will hold a drawing and the lucky winner will take the painting home with him. (Photo by Cheedle)

To obtain tickets for the drawing, see member of the Grand Junction Auxiliary.

Frances, a member of the Ladies Auxiliary Vet's Club No. 4, is the daughter of retired engineer and Mrs. Carl J. Forstrom.

System at Sept. 23-24 Vet's Convention Grand Junction Plan to Attend

Schedule of Events

Saturday, September 23

10:00 am to 4:00 pm Registration booth in the depot. Tickets, name tags, gifts, information, etc., will be available for all who have made reservations.
12:30 pm Approximate arrival of bus from Salt Lake City and Provo.
1:00 pm to 4:30 pm Hospitality Room at City Center Motel. Coffee, tea, punch, cookies, etc., for those who wish to relax and visit with friends.
3:05 pm Arrival of train from Denver.
3:30 pm Business meeting and election of officers at Elks Home, 4th St. and Ute Ave. All veterans and ladies are welcome to attend.

6:00 pm

7:00 pm

Sunday, September 24

8:00 am to 9:15 am

9:30 am

9:30 am

1:30 pm

1:30 pm

Social hour at Cafe Caravan, First and Main Streets.

Dinner at Cafe Caravan followed by program, dancing and entertainment.

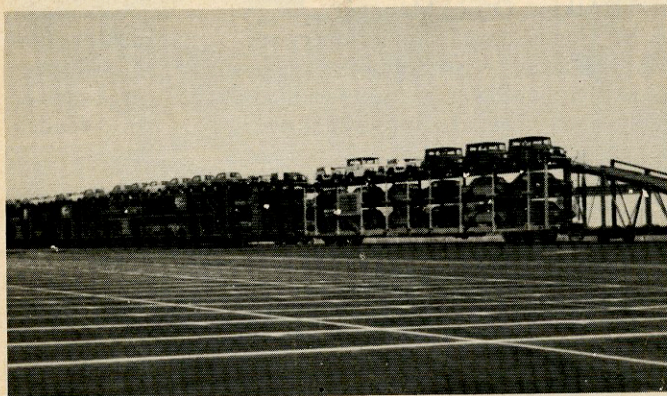
Breakfast at Cafe Caravan

Business meeting at Cafe Caravan. All veterans and ladies are welcome. Tours of Hump Yard, Local Museums, etc., leaving from Cafe Caravan for those not attending the business meeting.

Departure of train to Denver.

Departure of bus to Provo and Salt Lake City.

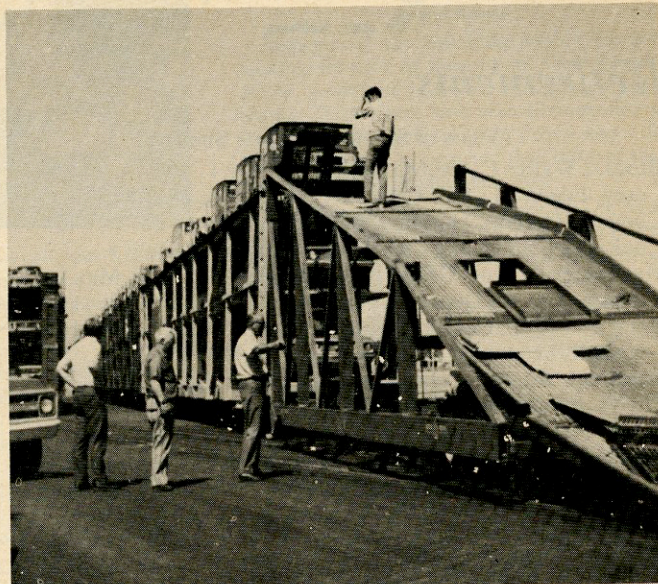
Auto Facility Locates in R G Industrial Park



TRI-LEVEL CARS of Toyotas arrive at the unloading site at Denver.

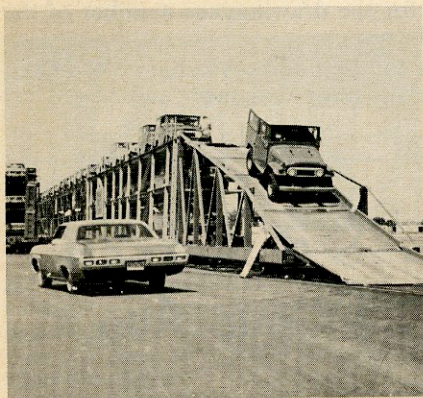
Whether it be "Hands Across the Sea" or "Get Your Hands On A Toyota And You'll Never Let Go" makes no difference as they both apply to Don Meyer and Sons, Inc., who have recently moved into their new facility at a 13-acre site in Rio Grande's North Washington Industrial Park.

Toyotas, one of the hottest selling cars on the market, are received on the West Coast and delivered to Meyer by rail to the unloading site. Meyer distributes the cars to dealers in a four-state area, Colorado, Utah, Wyoming and New Mexico. Before they are delivered to dealers, each auto is completely serviced, such as washing, greasing, minor repairs if needed, tune-up, etc.

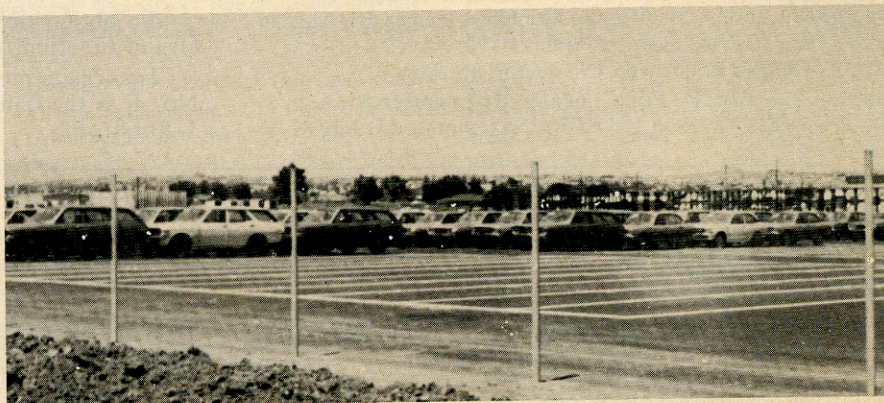


UNLOADING PREPARATIONS are well underway as, from left, Harry Phillips, director of land and contracts; Kenneth Jacobsen, assistant engineer, both of the Rio Grande; and Don Meyer, president of Don Meyer and Sons, Inc., watch as his men go about their duties.

The Rio Grande Railroad is happy to be a part of this operation and is expected to deliver between 1,000 to 2,000 carloads of Toyotas for Meyer each year.



ONE OF THE FIRST Toyotas to roll off the rail car at the new site.



THE 13-ACRE SITE has space for 2,600 Toyotas and will have complete facilities to service the new cars as well as a modern office.

The 1972 edition of Railroad Facts issued by the Association of American Railroads has been received for distribution to employees.

The year book presents a summary of railroad operations in the United

Railroad Facts

States for 1971 and prior years for the three principal districts to which railroads are assigned for statistical purposes.

With few exceptions, the figures deal with the 68 reporting Class I line-haul railroads which operate 95 per cent of the rail mileage by all railroad companies.

Copies may be obtained at the Green Light or Public Relations Offices.



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